

To-day's
Advertisements.

THEATRE ROYAL.

GRAND VARIETY CONCERT
will be given on
WEDNESDAY NEXT, 15th November.

The Programme is one of the fullest and best that has ever been given in Hong-kong, and will consist of
SONGS (Comic and otherwise), DANCES, SLEIGHT-OF-HAND, AND STUMP SPEECHES.

BY OUR BEST TALENT, THE WHOLE TO CONCLUDE WITH A SCREAMING FARCE, entitled
"THE HANDY MAN,"

by the
ROYAL ENGINEERS' VARIETY CLUB.

The Artists include:—Messrs. G. Lammert, C. Crispin, R. J. Bentley, A. M. Gale, W. J. Terrill, E. J. Yarwood, W. Pearce, C. McGinn, H. Franklin (one of the First Actors to visit Japan and China), J. H. Osberry, Sergis, Viggers, Ward, Mephian, Howell, Cpls. Simmers and Walsh, and others.

Mr. A. G. Ward, Accompanist.

THE BAND OF THE HONGKONG REGIMENT will form the Orchestra.

ADMISSION: Dress Circle and 4 Rows of Stalls, \$2; Pit, \$1. Sailors and Soldiers in Uniform half price to the Pit only.

To commence at 9 o'clock sharp.

PLANS OPEN at Robinson & Co. Hongkong, 10th November, 1899. [1406a]

HONGKONG RIFLE ASSOCIATION: INTERPORT PRACTICE.

TO-MORROW (SATURDAY), the 11th instant, at 2.45 P.M. Ranges—200, 300 and 600 yards.

MOWBRAY S. NORTHCOTE, Hon. Sec. Hongkong, 10th November, 1899. [135]

NOTICE. THE Second Coming of the Lord, the approaching end of this Christian Dispensation, and the Unity of the Church. LECTURES.

On the above Subjects will shortly be delivered in the City Hall by M. C. CURRIER, LAYMAN, from England. Dates and Particulars to be announced later. Hongkong, 10th November, 1899. [1403a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"THALES" Captain Passmore, will be despatched for the above Ports on TUESDAY, the 14th instant, about 10 P.M.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD.

Captain O. Coppers, due here with the outward German-Mail about the 14th instant, will leave for the above places about 24 hours after arrival. NEDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 10th November, 1899. [1394a]

FOR PHILADELPHIA & NEW YORK. THE 3/3 A.L.L. American Ship

"ST. MARK" Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR BALTIMORE & NEW YORK. THE 3/3 A.L.L. American Ship

"REUCE" Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR NEW YORK. THE 3/3 L.L.L. American Bark

"ADOLPH OBRIK" Captain Ambury, having arrived will shortly load here for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co. Hongkong, 10th November, 1899. [1405a]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

"CLYDE" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., S.S. India. From Australia, &c., S.S. Rome. From Persian Gulf, &c., S.S. Hindari, Simla, King Arthur and Assyria.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 10th November, 1899. [15]

Intimation.



A. S. WATSON & CO., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

St. Estephe, Red Capsule...	\$ 6.96	\$ 7.50
C St. Julien, Red Capsule...	9.00	9.60
Chateau Haut Brion Lar...	12.96	13.92
Chateau Moutan d'Armail...	18.00	19.20
Chateau Pontet Carnet...	21.00	22.20
Chateau La Tour Carnet...	25.00	26.20
Chateau Rauzan...	30.00	31.20
Chateau Lafitte...	42.00	43.20

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 10, 1899.

The outbreak of rinderpest at the Pokfulam

is a most appalling and the need for vigilant watch to prevent the admission into the Colony of beasts or products from infected districts is so very apparent as to be beyond the need of demonstration.

The great need seems to be for the application of some efficient preventative to render animals impervious to disease, we shall look forward therefore with the greatest interest to the further development of the suggestions made at the meeting of the Sanitary Board yesterday.

That some steps be taken to enable Mr. Ladds the Colonial Veterinary Surgeon to fight the disease on its appearance, in the Colony. If he can obtain the necessary serum for the inoculation of the beasts who are suffering, we may safely assume that inoculation by serum, which can perfect a cure, will be effective to prevent beasts, that have been previously treated, from catching the infection.

It was reported that Mr. Ladds had already achieved some success by inoculating affected animals with serum of his own preparation, but the lack of necessary appliances and conveniences prevented his keeping any of the preparation by him for future use.

In an important matter like this where the food supply of the Colony is affected, and affected very seriously it would be thought that Government would take some steps, and supply a public servant with those appliances and necessities the possession of which might have prevented much of the seriousness of the present outbreak.

Rinderpest is too serious a scourge for any half measures, prompted either by fancied scarcity or economy.

It is the Hon. F. H. MAY imagines, rinderpest is so prevalent in the new territory, it is about time that an expert paid a visit to the territory with a view to ascertaining the extent of its ravages and the best method for its absolute exclusion from the Colony.

Our dairy farmers have suffered too much already; and their losses, with such scarcity in the milk supply as we have here at the present time, as well as the preservation of the general health, demands that the greatest care be taken not to admit fodder &c., to this side from affected parts.

REUTER'S TELEGRAMS.

Re-inforcements for South Africa. LONDON, November 8th.

It is understood that preparations are actively proceeding for the despatch of another division to South Africa.

The Relief of Fort Wyke. The armoured train with which the Dublin relieved Fort Wyke has been found at Tugela Bridge, intact and the Boers are seemingly a considerable distance off.

The Fighting on Friday. The native accounts of the fighting on Friday are possibly exaggerated, but it appears that the Boer Commando advancing on Colenso was severely smitten.

Russia. The Tsar and Taurina have arrived at Potsdam from Darmstadt.

The Samoan Question. An Anglo-German agreement has been concluded, subject to the approval of the United States, by which Germany acquires the Samoan Islands except Tutuila which will belong to the United States. Great Britain acquires the Tonga and the Savage Islands also Choiseul and Isabel of the Solomon Group.

The Samoa Agreement. LONDON, November 9th.

Under the Anglo-German agreement ceding Samoa to Germany, the latter renounces extra territorial rights in Zanzibar whenever the other Powers renounce theirs.

General French Leaves Ladysmith For Capetown. General French left Ladysmith for Capetown by the last train prior to the investment of that town. General French will command the cavalry at Capetown.

Boer Invasion of Zululand. A Boer Commando has invaded Zululand.

LOCAL AND GENERAL.

H.M.S. Centurion, with the Admiral on board, is expected to arrive to-morrow. She will probably make a lengthy stay in Hongkong.

H.M.S. Bonaventure returned from Deep Water Bay yesterday afternoon, where she had gone for her firing practice. We hear that the shooting was excellent, the trim little cruiser keeping up her reputation for smartness by blowing the target clean away. She left for Shanghai this morning where she will relieve the *Iphigenia*.

The Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.
March: "British Grenadiers."
Quadrille: "The Grand Polka."
Valse: "The Rose Tree."
Tango: "The Tango."
Saut: "The Saut."
Pavane: "The Pavane."

The V. R. C. Football team play a match with the Royal Engineers' Recreation Club to-morrow, the 11th instant, at the Happy Valley. Kick off four o'clock. The following players will represent the V. R. C.:—Channett, goal, Brett and another, backs: R. Henderson, H. Craig, and J. Hallie, halves: H. A. Seth, Louren, Yule, Sutton, and Taylor, forwards.

A CANADIAN has invented an electric foghorn. It consists of two funnels made of 1-inch copper. The funnels project 6 feet 6 inches from a stand and are so constructed as to be blown out simultaneously or separately, as may be desired. A group of electro-magnets, made up of laminated iron cores wound in the ordinary way, is employed, and the instrument is operated by means of alternating currents.

The Cricket match for to-morrow will be between the Hongkong Club and the Ladies Recreation Club, twelve aside. The following are the teams:

H. K. C. L. R. C.
J. A. Ross. Rev. Vallies.
A. G. Ward. H. C. R. Hancock.
Dr. Sheppard. Capt. Langhorne.
W. H. Howard. Dr. Tuck, R.N.
Rev. Johnston. Viscount Suidale.
J. J. Wild. C. F. Mulliken.
Capt. Waymouth. H. Hill.
R. Izat. R. F. Johnston.
K. W. Mounsey. J. A. Higgin.
S. F. Clark. R. J. Gerard.
H. E. Green. Lieut. Strong.
K. J. Hall. Dr. Atkinson.

At a meeting of the Hongkong Boat Club, held at the cricket Pavilion last night, the following officers were elected for the ensuing season.

President:—Hon. J. H. Stewart Lockhart, C.M.G.
Hon. Secretary and Treasurer:—C. H. Gale.
Gen. Committee:—Messrs. G. M. Young, J. Danby, A. E. Ellis, F. Browne.
Ballotting Committee:—Major Watson, Rev. R. F. Colbold, Capt. Warren, R.A., Messrs. A. G. Ward, G. H. Potts, F. Lieb.
It was decided to hold a scratch race on 25th November at 3.30 p.m. and the following crews were chosen:—

No. 1 Boat. No. 2 Boat.
A. E. Ellis (Capt.). J. Danby.
R. F. Johnston. R. de Culo.
G. K. Stevens. C. T. Hatch.
A. E. Katsch. L. Barrett, I.K.R.

No. 3 Boat. No. 4 Boat.
G. M. Young (Capt.).
J. H. Gale.
Capt. Warren, R.A.
J. W. Cunningham.

A launch will leave Pedder's Wharf at 3 p.m., and the Police Wharf Kowloon immediately before the race for the use of members and their friends.

FOOTBALL.

RUGBY—WHITES VERSUS COLOURS.

WHITES WIN BY 11 POINTS TO 8.

A well-contested game of Rugby football was played yesterday afternoon, by teams composed of Naval, Military and Civilian players. The match took place on the Hongkong Football Club ground at Happy Valley, and was watched by a fair number of spectators in spite of a drizzling rain. The game was a very open one, and some good sprints were made by the three-quarters and Williamson, the Whites' half-back. Unfortunately the referee did not turn up, and one was solicited on the ground, who, although not well-versed with the rules, did very well.

Colours started the game, Thompson returning well, but Tomkinson punted back into touch close to Whites' 25 flag. From a scrum formed after the line-up the ball was smartly picked up by Williamson and kicked far into Colours' preserves. Johnson

however, returned it with interest, and a series of scrums started on Whites' 25, and were worked up close to halfway, when Tuck was given the ball; he made a short, dodgy run and gave to Cox, who was pushed into touch after doing a sprint. The leather found its way into Tomkinson's hands, and he made a dash across the field and along the touch, and looked like getting over the line, but in trying to evade the back he ran into touch. Whites again got the ball from the scrums and gave a time-waged to and fro over the halfway line, until Williamson, a smart half, secured the ball. Play remained there for awhile, and Whites tried to score, but the opposition tackling was sure, and the quarters presently got possession and carried the ball to Whites' 25. Here Lewis picked up, and gave to Williamson, who went away at full speed, but his pass was intercepted, and play again settled down in the centre. The ball was kicked out of some loose play to Johnson, but he was tackled before he could get in his kick. Play was then not far from the uprights, and out of a scrum Williamson got possession and gave to Hall, who, when about to be tackled, transferred the oval to Tuck, and the doctor got over, landing the first try, but the attempt to negotiate the goal failed. Whites continued to get the ball from the scrums and Cox and Williamson each made a couple of good runs, but were tackled before getting over. Colours were severely pressed, but by dash they relieved to the centre, when the oval was given to Tomkinson, who nearly got over the scrum, and Tomkinson received it. He made a dash for the line and just managed to get across, but the kick for goal was a failure. Shortly afterwards a half-time was called with the score standing one try each.

The second half was far better than the first from a spectator's point of view, both the passing and sprinting being exceptionally good. The game had only been resumed a few minutes when Tuck got possession and rushed through a bunch of opponents, when he was tackled by L. Greene, but the doctor handed him off and did so a second time, at which spectators sent up a shout of applause. Being by that time surrounded, Tuck passed to Wilkinson, who failed, at what should have been an easy goal. A minute or so later Hall was at the point of getting in again, but he was tackled by Loring. Whites were now playing very strong and the ball was continually kept on the move, on two occasions passing through the hands of all the quarters, Wilkinson in the end placing a try under the bar, which was converted. This put Whites' score well in advance of Colours, being 3 points to 3. Colours forced matters after this, and just on call of time, Davis, of the R. W. Fusiliers, obtained a try, which also converted, and the game ended in favour of Whites by 1 goal and 2 tries to 1 goal and 1 try, or eleven points to eight.

Had Colours' halves been able to get the ball from the scrums often, the score, we think, would have ended differently, for the three-quarters were a better quartette than Whites'. Tomkinson, probably the best quarter on the field, had to stand idle most of the game. Hall was in good form and proved, as we have before said, that he is better at the game of Rugby than in Association. Williamson was the pick of the halves. The forwards on both sides played a hard game, were always on the ball, and tackled surely.

TOLD ON THE PIER.

...erney only had a barrel now, the next time they handled the ship's guns it might be in real earnest.

We'd been rustin' 'ere in 'ongkong, with an' our bottom out.

An' the ship ainkin' like a bloomin' tramp. We 'adn' no drills an' 'adn' touched a bloomin' gun.

An' the spirits of the 'ole of us was damp. We'd served an' our commission as the smartest cruiser out.

Upon the China Station—this is straight—But 'ow could we be smart in dock, with only a ship.

An' the dock 'ands workin' 'ard from dawn till late?

But at last we 'ad 'er floatin', with 'er bottom as of old.

We shipped our ammunition an' our coal, We scraped 'er, an' we painted 'er a serviceable touch.

With a touch o' gilt upon 'er stern an' scroll. She looked as good a ship as she 'ad ever done afore.

She didn't show no signs of Kornitorf, But we felt that we was rusty an' that now it was our turn.

To chip an' scrape our rusty scullin' off.

We'd just 'eard 'ole the 'Powerful' 'ad plugged off 'oubert's gun.

An' knocked it off its mountin' on the fill. We was longin' to get orders for to go an' 'ave a rub.

An' try to give off Kruger's chaps a pill. Our skipper calls us an' one day to 'ave a little jaw.

We knowed 'im for a good un, every inch—So we knowed 'is conversation was improvin' to our minds.

Though we think that 'e could cuss upon a pinch.

Well 'e ups an' tells us, 'straight,' says 'e, 'we're growin' rather sick.

'An' we'll 'ave to put a stopper on it, men. 'We've 'ad no drills, nor discipline, yer carn't 'ave none in dock.

'An' we've got to put ourselves in trim again. 'Remember we've been known as the smartest of the fleet.

'In manoeuvrin' an' shootin' an' in drill, 'So I ast you all to lend a 'and an' shove ahead a bit.

'That we can keep our reputation still.

'We've got to do our firin' terrorer, so I wants.

'Just do as you'd 'ave done afore we stuck in Kornitorf.

'An' the officers an' me'll do the rest. 'Remember as you work them guns that Eng-land is at war.

'An' the 'er's nations as would like to blunt 'er steel.

'An' though you only 'ave a wooden barrel for a mark.

'You soon may 'ave a target what is real!'

Well, we steamed out to our firin', an' we done all we could do;

Just to show 'im as we'd 'eard what 'e 'ad said.

An' the way we played that barrel for a target through an' through.

Sent our skipper with delight near o' his 'ed.

Now we're lyin' at the buoy agen, alookin' trim an' smart.

With our coal an' ammunition ready stowed.

An' if any nation wants to take a 'and with Uncle Paul.

'Let 'em all come' an' try it—an' be blowed.

GLAH.

SANITARY BOARD.

At the meeting of the Sanitary Board yesterday afternoon a report by the Sanitary Inspector on the latrine and animal accommodation of the City of Victoria and its connection with the fouling of storm-water drains was submitted, by the Secretary.

Hon. R. D. Ormsby—begged to move that this report be forwarded to the Government for consideration and that the Government be asked to call upon the Public Works Department for a design and estimate for an underground latrine, in a suitable locality and to provide the funds for its construction next year. He was not sure, he said, that it would be possible to do this but Mr. Drury took great interest in this matter and he thought he would be very anxious to make such a thing a success, and if it was successful it would save them a good deal of trouble in regard to sites for latrines and should prove a great convenience to the public.

Dr. Clark, in seconding, remarked that he did not think that the Board were in a position to adopt the report *in toto*, but the report referred to one point, which the Board had been urging upon the Public Works Department for years, the lamentable deficiency of latrine accommodation in the City and here they were at the end of another year and no latrines had been built, with the exception of one in Ship Street, and that only replaced a previous erection on the fact that latrines were badly wanted.

Mr. Drury had gone into the matter very fully and he thought they should forward the report without mutilation in any way and urge upon the Government the immediate necessity of latrine accommodation in the City of Victoria.

The motion was then put and agreed to.

Mr. Osborne—thought the thanks of the Sanitary Board were due to Mr. Drury for the able manner in which he had drawn up his report, and the thoroughness with which he had gone into the question and whilst agreeing to the proposal he should be glad if it could be arranged in some way so that the matter could be brought up again. It was only due to Mr. Drury that more than a passing notice should be taken of his report, and he thought that as many of his suggestions as possible should be carried out. They could not deal with the question of the removal of night soil now because he understood they had only lately renewed the contract for another three years, but he thought it would be a good thing if a Committee, consisting of the Medical Officer of Health, the Director of the Public Works and the Vice-President would go carefully into the report and then what parts of the report could be adopted and what parts could be taken when the present contract was finished, because there was a danger that when the time came for the renewal of the contract and reviewing the situation Mr. Drury's report might be forgotten. He hoped the Director of Public Work would add this to his proposition.

The Vice-President said, he would have much pleasure in seconding the motion for the appointment of the Committee if Mr. Osborne's name were substituted for his.

This was done and the resolution was agreed to.

Mr. Osborne then moved that the thanks of the Board be presented to Mr. Drury for the valuable services he had rendered.

The Hon. F. H. May—seconded the motion, he said that had not Mr. Osborne moved this resolution he would have done so himself.

The resolution was agreed to.

Mr. Ormsby then moved that the thanks of the Board be presented to Mr. Drury for the valuable services he had rendered.

The Hon. F. H. May—seconded the motion, he said that had not Mr. Osborne moved this resolution he would have done so himself.

The resolution was agreed to.

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The resolution was agreed to.

THE WAR.
LATEST BY WIRE.

The Retreat to Ladysmith.

A telegram from Sir George White, dated Ladysmith last evening, states that he moved out in strong force to cover Brigadier-General Buller's movement on Ladysmith. The British then occupied a strong ridge parallel with the enemy. General White confined his efforts to preventing the enemy from attacking General Buller. Numbers of the enemy have taken to flight.

General Symons.

The doctors have succeeded in extracting the bullet from General Symons. Lieut. Campbell, of the Gordon Highlanders, has died of his wounds.

Elands-laagte.

General Sir George White telegraphs this afternoon that his advance guard has come in touch with Brigadier-General Buller's force, which was halted at Sunday's River. Five miles north of Elands-laagte, on the Ladysmith-Glencoe chain road. Sir George White has occupied all the strong positions along the road to Ladysmith, regarding which no anxiety need be felt. Sir George White's losses at Reinfenstein yesterday were 13 killed including Colonel Willford, of the Gloucesters; and the wounded Lieut. Douglas, of the 42nd Battery; Major Abdy, of 33rd Battery; Lieut. Perrean, of the 53rd Battery; Lieut. Stobart, of the 34th Battery; Lieut. Holford, of the 19th Hussars; and Lieut. Hickie, of the Gloucesters.

Action at Elands-laagte.

The Times special correspondent at Elands-laagte, describing the battle, says that, after our first battery came into action at 4 p.m., a body of mounted Boers broke into action. This was a ruse by which it was hoped to draw off a part of the attacking force, they themselves galloping back into position on the reverse side of the hill. The enemy's guns then ceased firing, while our artillery, now having two batteries in action, prepared the way for the infantry assault, sending bursting shrapnel along the Boer position. Thunderclouds behind the hills made an ominous background for the lurid light of the bursting shells. It was evident that the attack must be pressed home before the night; so, after half-hour's preparation, the infantry received orders to advance. The Devonshire Regiment were given the task of delivering the front attack, with the Manchester, supported by the Gordon Highlanders, on the right flank, for which they had to make a wide detour. This was at 4.30 p.m., and the rain fell in deluges a quarter of an hour later. As the infantry attack developed, the enemy brought forward 3 guns into position, and commenced shelling the advancing lines.

The Devons, who were steadily pushing across the open, cutting the impeding wire entanglements put up by the enemy, were extended as much as possible, this being the only method by which the men could hope to face the Mauser and Maxim fire. Nothing could be finer than the undaunted front this battalion displayed, while edging forward against the fire poured upon it from modern arms. The Gordons, skirting the batteries in action, cut in on the left of the Manchesters, and marched steadily in company column, until the boulder-strewn neck of the enemy's ridge was reached. This point was three-quarters of a mile from the Boer guns, in front of the Gordons; and from this position were three successive ridges running diagonally across the flat hill-top, each commanded by a strong force behind it. The hill itself was one mass of boulders. The regiment was many times driven back; yet righting themselves, the troops on the summit pushed on. The first ridge was already a shambles, but the weight of numbers carried the men on. It had ceased to be a "General's battle." Everything depended on the company, even the section commanders. Gallantly officers and non-commissioned officers did their work. If the men wavered, or stuck to cover, the officers sacrificed themselves for example. The enemy stood to their position with grim, magnificent persistency; and the last stand above their camp is one of the finest fighting records of modern times. Despite the untiring attack of the storming regiments, who trained their guns on the point-blank range, they checked the advance for half an hour. At six o'clock the bugles rang the advance. Fixed bayonets gleamed over the boulders through the fading light, and our men sprang up, to fall like rabbits. The bugle sounded again and again; and the Highlanders, shouting and cheering madly, dashed over the breastwork, while the skirling pipes sounded. Thus was the main hill-top taken, with a Mauser on the lips of the men, who carried the banner with a white handkerchief fluttered to show that the enemy had surrendered; but the main remnant pouring over the hillside were pounced upon by our cavalry, and the hillside was strewn with dead and wounded. The enemy's guns were fought splendidly. Their losses were heavy.

At De Aar.

The Times correspondent at De Aar wires that dissatisfaction in the Free States is on the increase. The Burgheers feel that they have entered upon a hopeless struggle, since reports of the Glencoe and Elands-laagte engagements have got abroad; and Free State Commissaries are much inferior to that of the Transvaal. At Naauwpoort the Dutch freely state that President Steyn received fifty thousand pounds to induce his country to join the Transvaal.

Mafeking.

News from Mafeking on the 18th inst., by runner, states that Commandant Cronje had withdrawn a large proportion of his force. It was believed that heavy fighting elsewhere necessitated this, or that it was a Boer ruse. The investing Boers had 4,800 men and seven guns.

Captured Officers.

The War Office learns, unofficially, that Captain Lonsdale, Lieut. LeMesurier, Lieut. Garvie, and Lieut. Grimshaw, of the Dublins; Lieut. Majendie, of the King's Rifles; Moeller (sic), and Major Greville and Captain Palko, of the 18th Hussars, have been all taken prisoners; and presumes that the whole squadron which they commanded in the pursuit of the enemy at Glencoe are prisoners also.

An M. P. Protest.

Mr. Michael Davitt, M. P. for S. Mayo, has resigned his seat in Parliament, as a protest against the injustice of the Free State. [Mr. Davitt has been convicted of treason for 30 years, and in 1879 was convicted of treason for 30 years, and sentenced to 15 years' penal servitude. He is still only 55 years of age.]

The Battleground at Elands-laagte.

October 27th. The Times correspondent telegraphs that an examination of the field of the battle of Elands-laagte shows that our final flank attack was delivered over an approach which gave the

fire of the enemy's guns an unimpeded sweep over six hundred yards of ground as open as a rifle range. The guns captured by the Devonshire Regiment proved to be identical with the 12-pounders taken by the Boers at Krugersdorp. Colonel Schiel, in conversation, said that nothing could stand against the accuracy of the fire of our field batteries, which repeatedly drove the Transvaal gunners from their embankments. The British infantry fire completely surprised the Boers, who had imagined that in their position they could easily master any infantry attack.

Fodder Prospects.

SIMLA, October 21st. A letter has reached Simla from the scientific correspondent in South Africa who says that the rains there last February and March, which was the wet season in that part of the world, were unusually heavy; and continued right through April, May, June, and July, which are usually dry months, the rainfall extending not only over Cape Colony, the Orange Free State and the Transvaal, but right into the Kalahari Desert on the north-west. This is altogether exceptional in South Africa, especially after the drought of the past few years there, and means an unusual amount of fodder throughout the whole of that region.

NOTES BY THE MAIL.

Krugers.

Mr. Kruger has declined to leave Pretoria, and declares that he will, "like a faithful captain, remain on the bridge whether his ship drifts safely into harbour or goes down in the deep." This was a very wise and sensible statement, for the war existed and visible signs that it was not over. The British agent in Pretoria, Mr. Conyngham Greene, the British agent in Pretoria, and the closing of the Consulate General of the South African Republic in London.

At Mafeking.

When the mail left, chief interest centred at Mafeking where Col. Buller-Powell's force of 600 was threatened by some thousands of Boers. Every preparation was made on the night of October 10th to meet an attack by the Boers. No alarm, however, was raised. The prevailing excitement was increased by the news that the wires had been cut. It was ascertained later that they had really been broken by the fighting out of an armoured train, which, through an oversight, had not been lowered. Communication was restored. The strength of the Boer force under Commandant Cronje was estimated at 4,000. Dr. Hayes organized an ambulance service. Nearly all the ladies remaining volunteered to assist him. Machine guns were placed in position, and stacks of arms were provided near the native location, so that if the natives were attacked they might be able to defend themselves. A few persons refused to assist in the defence of the town, alleging that they were afraid of injuring their trade prospects in the Transvaal.

On October 12, a strong force moved out of the town towards the border, taking big guns and an ambulance equipment. The object of the movement of troops outside the town was to take up a strong defensive position, and Colonel Buller-Powell's forces were disposed so as to repel any attack. An armoured train, with 200 women and children, left the same day for the south. The telegraph line was subsequently cut by the Boers at Mafeking, nearly miles south of Mafeking, and 2,000 Boers were known to be occupying the railway south of Vryburg.

The only news in London of the destruction of the armoured train was contained in a Reuters message from Vryburg to London: "An armoured train has been destroyed. It is feared that there has been much loss of life. The news is officially confirmed."

With the Boers.

General Joubert allowed the Times special correspondent to pay a visit to the Boer forces near Sandfontein, but nothing noteworthy occurred. The strength of the Boers at this point of the frontier was about 8,000, scattered in various camps over wide areas. The General's headquarters and artillery camps were half a mile from Sandfontein station and three miles from the border. In addition to the Boer commanders, a Hollanders corps and an Irish corps were present, each about 250 strong, and two German corps, one of the latter under Colonel Schiel being at Klip River, near the Free State border. The frontier was being carefully patrolled, but by the General's special orders, no large bodies of armed burghers were allowed to show themselves near the frontier, and none at all were allowed to cross.

A trustworthy report at Ladysmith on the 11th ult. was that the same morning, 3,000 Boers were at Pekaani, and that they afterwards marched down and occupied Laings Nek.

Free State Proclamation.

President Steyn on the 11th October, issued a Proclamation to the Burghers of the Free State, in which he said that the Sister Republic was about to be attacked by an unscrupulous enemy, who had long looked for a pretext to annihilate the Afrikaners. He went on to say that the people of the Orange Free State were bound to the Transvaal by many ties, as well as by formal Treaty, and solemnly declared, in the presence of the Almighty, that they were compelled to resist a powerful enemy owing to the injustice done to their kind and kin. "Solemn obligations," continued the Proclamation, "have not protected the Transvaal against an annexation conspiracy. When its independence ceases, the existence of the Orange Free State as an independent State will be meaningless." The President concluded with the following words: "Burghers of the Free State, stand up as one man against the oppressor and violator of right."

Those Mules!

Most of the mules at present in South Africa seem to have been imported from Italy. In the Southern Provinces of Italy the price of mules had risen to an unprecedented amount. Owners of mules took advantage of the extensive purchase on behalf of the British Government to make excellent bargains. In the provinces of Foggia, Bari, and Lecce, nearly every mule has been sold, at an average price of £20. The average price of a mule ordinarily is never 15s. (£6) up to Oct. 11th, about 12,000 animals have been purchased by British agents.

Jameson's Men.

With very few exceptions, the men who took part in the Jameson Raid, and were subsequently taken to England have returned to South Africa and re-joined the various mounted police forces in Cape Colony and Natal. Several of the officers who accompanied Dr. Jameson are already in South Africa, and have joined one or other of the irregular contingents.

The Mounted Infantry.

On the 13th Oct., a force of mounted infantry, 2,800 strong, was sent to the C. P. The mounted force is divided into battalions and is drawn from infantry corps who have had men

under training recently. The men of the 1st battalion are commanded by Lieut. Col. Alderson, 30 men and a subaltern being drawn from the following regiments: 1st East Lancashire, 1st Northumberland Fusiliers, 1st Devonshire, 1st and 4th Rifle Brigade, 3rd and 4th King's Royal Rifle Corps, and East Kent, 1st Suffolk, 1st West Riding, and Liverpool, 2nd Norfolk, 1st Royal Irish and Cheshire, and Manchester.

The second battalion is commanded by Lieut. Col. Tudway, and taken from the following: 2nd Bedfordshire, and Hampshire, 2nd Lincolnshire, and West Yorkshire, 1st Royal Welsh Fusiliers, 2nd South Wales Borderers, 1st Worcestershire, and Wiltshire, 1st Royal Scots, and Scottish Rifles, and Dorsetshire, 1st Argyll and Sutherland Highlanders, and Leicestershire, 1st Royal Dublin Fusiliers, 1st Connaught Rangers, 1st York and Lancaster, Machine gun sections are furnished by the 1st Royal Berkshire, 2nd Royal Irish Rifles, 1st Welsh, 2nd Duke of Cornwall's L. I.

Press Opinions.

Writing on the Boer ultimatum, the Times says the fact that the Transvaal Government "have taken the infinitesimal step of despatching an ultimatum will be received with profound regret by the great majority of the British people. To the last we have clung to the hope that our differences with the Republic might be terminated without bloodshed. Hope is no longer possible. It has been quenched, and deliberately quenched, by the action of the Government at Pretoria. Not even the most ardent critics at home or abroad of British policy can misconstrue the despatch of Mr. Reitz or hesitate as to what the reply of England must be to such a challenge. Addressed to us by the mightiest of sovereign international States, it must have led immediately to war. It is flung down to us by a petty Republic to which, as all Englishmen hold, we stand in the relation of a paramount Power. In tone and in substance alike the document is one of studied and insolent defiance. The men who drafted it and sanctioned it, bent upon deciding their controversy with us by the sword and not by the word, must now be decided. Napoleon in his palmy days could not have made more insolent demands on England than these. Assuredly this state of things is intolerable, and Englishmen of all parties and of all shades of feeling will be unanimous that it shall be ended. They will agree, too, from henceforth that it can be ended but in one way.

On all sides, the Times correspondent in Berlin is assured that the sympathies of the German public as a whole are with the Boers, and against Great Britain. No Englishman expected to hear anything else. Where British interests are imperilled, the German public, the German press, including lately even the organs of the Radicals, takes sides against us, and all hands there were to *Schadenfreude* if we were to suffer disaster or damage. *Schadenfreude* is a German word for which no synonym exists in any other language; it may be paraphrased as meaning "rejoicing at the hurt of another."

The Franco-Russian Alliance.

The presence of Count Mouravieff in Paris on Oct. 8th has in some quarters been regarded as an incident of a certain political significance. "Whilst" discussing it at great length in the *Figaro* admits that the Russian Foreign Minister comes almost disguised as a tourist, having started at Marenbad, and since then spent some time at Biarritz, but he says, in the course of free conversation, a good deal more work is sometimes done than in official negotiations. Commenting upon the Franco-Russian Alliance and the Military Convention, which, according to General Mercier's statement at Rennes, completes it, "Whilst" declares that the alliance was never closer or more intimate than it has been during the present year, and he is glad to be able to state that the internal troubles of the country have in no way affected it. Count Mouravieff will, therefore be treated in Paris as a friend of the first degree.

The Times correspondent at Vienna, however, states that, in well-informed diplomatic circles there, in the slightest credence, is attached to the sensational rumours current last week as to Count Mouravieff's visit to Paris.

Naval Movements.

With regard to the reported naval movements at home, nothing whatever was known at the office of the Commander-in-Chief Portsmouth on October 12th, respecting the statement that the transports conveying troops to South Africa were to be escorted by war ships. No orders had been received to commission ships at Portsmouth, although it should be decided to send the transports out under convoy no doubt cruisers would be temporarily withdrawn from the Channel Fleet, which was in British waters. There are, however, several large vessels in Portsmouth reserves that could be commissioned at a moment's notice, including the *Exeter*, a first-class cruiser of 1,000 tons, which carries twelve six-inch guns mounted in armoured casemates, besides smaller weapons. Her complement would be between six and seven hundred men. The first-class cruiser *St. George*, and the second-class cruiser *Gladstone*, besides the *Fris*, *Latona*, and one or two others, are also available. There are about 4,000 men attached to the Portsmouth Naval Depot, so that not the least difficulty would be experienced in finding crews for these ships.

ON THE EVE OF WAR.

POLITICAL SPECIES.

War with Boers had only just broken out when the mail left, but the following speeches show the temper of our politicians as the culmination of the crisis approached:

Mr. Balfour.

Mr. Balfour, addressing a meeting at Haddington on 11th ult. referred to the Boer Ultimatum, and said that peace had been wistfully and gratuitously imperilled by the rash policy of the Transvaal Government. Alluding to the change in public feeling regarding the South African difficulty, he observed that the more people became acquainted with what had been done, the more they were convinced that if the Government had erred at all it had done so on the side of patience, and that so far from having provoked an unnecessary war, they had hoped, with too firm a hope, that this great controversy might have been decided without bloodshed. The war which was now imminent had been forced upon the Government, not by men fighting for the freedom of their country but by an oligarchy fearing the hour of their domination was near at hand, and whatever sacrifice was brought to successful make before the war was waged might have been sacrifices in the interest of the rights of men and of civilisation.

Lord James.

Lord James, addressing a meeting at Aberdeen on 10th ult., and dealing with the Transvaal Question, said those who had anxiously borne the responsibility of considering the events of the last few months firmly and earnestly believed that, when the real truth of these transactions became known, the course that had been pursued by the Government must and would receive the approbation of all loyal citizens. Every member of the Cabinet had been equally anxious to avert war and to maintain peace. But the news which had been received that day precipitated war, and rendered it certain.

Mr. Brodrick.

Mr. Brodrick, Under-Secretary for Foreign Affairs, at Dublin, on 11th ult., said the transmission of telegrams was to be exchanged for the rattle of musketry, the blame did not lie with us. Nothing had been wanting on our part in the way of patience and moderation, and to the Boer Ultimatum there was but one answer, which has been given, that we could not enter into a discussion of such terms.

Mr. Asquith.

Mr. Asquith, speaking at a great meeting of Liberals at Dundee, on 11th ult., said whatever his views as to the acts of Her Majesty's Government, he had always credited them with a sincere and honest desire to avoid war. It seemed almost incredible that the Transvaal Government should have forfeited that feeling of sympathy which was always exhibited in a dispute between the weak and the strong, and should have struck the first blow in a conflict which for them could have but one result. The issue now was simply this—had Great Britain, the Paramount Power in South Africa, the right to secure for her subjects in the Transvaal the same equality of treatment as was voluntarily granted to Dutch and English alike in every other part of South Africa? That was what the people of this country could not shake. It was not with a light heart that they took up the challenge that had been thrown down, but now that it had been forced upon them they would see it through to the end.

Lord Roseberry.

Lord Roseberry, in reply to a correspondent who had complained of his silence in regard to the South African difficulty, says he is silent because he is loth to re-enter the field of politics. Last year he intervened in a matter for which he had much responsibility, but now the case is different. To-day, however, he can speak without touching politics, for a situation has been created beyond party politics. He thinks that in a survey of the past three years, there is much in the relations of our Government with that of the Transvaal to criticize, if not to condemn. But that is all over for the present, for an ultimatum has been addressed to Great Britain by the South African Republic which is in itself a declaration of war. In face of this attack, the nation, he doubts not, will close its ranks and relegate party controversy to a more convenient season. Lord Roseberry adds that, without attempting to judge the policy which concluded peace, after the reverse of Mafeking, he is bound to state his profound conviction that there is no conceivable Government in this country which would repeat it.

SHIPPING REPORTS.

Captain Schutz, of the steamship *Loonmooen*, from Shanghai, reports:—Light northerly winds and fine weather.

Captain McLehlan, of the steamship *P. C. C. Aia*, from Bangkok, reports:—Koh-si-chang to Panang moderate to light southerly wind, overcast and rain at times. P. Panang to Padaran moderate and light N.E. wind, cloudy and rainy. From Padaran increasing wind W. and N.W. and increasing sea. On the afternoon of the 5th inst. in Lat. 13° 00' N., Long. 110° 50' E., wind increasing to gale with high and dangerous sea, thick and rainy weather, shipping heavy water fore and aft, wind veered to northward, with every indication of hail weather, turned steamer round and stood to southward. On the morning of the 6th, wind backing from N.W. to westward, weather improving but high sea still running, turned round and stood to N.E., weather improving but still high and confused sea, continued shipping great quantity of water. On the 7th from 14° N. 113° E. to port moderate to light S.E., E. and N.E. wind and rainy.

NOTANDA.

CALENDAR.

NOVEMBER.
Meteorological means based on fifteen years' observations to 1895.

Barometer..... 30.103
Thermometer..... 69.2
Humidity..... 65
Rainfall..... 1.302

TO-DAY.

On date at..... On date at.....
Barometer..... 29.99..... 29.99
Temperature..... 77..... 79
Humidity..... 75..... 66
Rainfall..... 0.01

TO-DAY.

Friday, 10th November, 1899.
Chinese—5th of 10th moon of 25th year of Kwang-si.

Sun—Rises..... 6hr. 11min.
Sets..... 5hr. 18min.
Moon—First Quarter 12 p.m.
High water—Morning..... 6hr. 29min.
Afternoon..... 4hr. 54min.
Low water—Morning..... 3hr. 35min.
Afternoon..... 6hr. 30min.

ANNIVERSARIES.

1483—Martin Luther born.
1848—New Government Offices, Hongkong, completed.
1887—Statue of Sir Arthur Kennedy unveiled in the Botanic Gardens.
1892—Japanese bark *Chitaya Maru* lost off Barren Island.

TO-MORROW.

Saturday, 11th November, 1899.
Chinese—6th of 10th moon of 25th year of Kwang-si.

Sun—Rises..... 6hr. 11min.
Sets..... 5hr. 18min.
Moon—First Quarter 12 p.m.
High water—Morning..... 6hr. 29min.
Afternoon..... 4hr. 54min.
Low water—Morning..... 3hr. 35min.
Afternoon..... 6hr. 30min.

ANNIVERSARIES.

1864—H.M.S. *Racehorse* wrecked off Chelsof, out of a crew of 108 only nine saved.
1878—Frederick Sowley, Hufham, late Deputy Registrar of the Supreme Court of Hongkong, convicted in Criminal Sessions of embezzling \$36,849, received by him as official assignee, was sentenced to seven years' penal servitude.
1880—Death of M. Paul Bert, Resident-General of Annam and Tonkin.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Catherine Ahear*) 14th inst.
German (*König Albert*) 14th inst.
Australian (*Chingta*) 19th inst.
American (*Gadici*) 22nd inst.
American (*Hongkong Maru*) 29th inst.

The P. & O. S. N. Co.'s steamer *Socotra* left Bombay for this port on the 9th inst.

The "Ben" Line steamer *Benlomond* from Antwerp and London left Singapore yesterday for this port.

The Imperial German mail steamer *König Albert* carrying the German mails with dates from Berlin of the 16th Oct. left Singapore on Friday at 8 a.m. and may be expected here on or about Tuesday night the 14th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba..... at Rowloon Dock.
Isla de Luzon..... " "
Sinla..... " "
H.I.G.M.S. Deutschland..... " "
Nanyang..... " "
Adolph Oberr..... " "
Formosa..... " "
Sulberg..... " "
Independent..... " "
Culgoa..... " "
Petrarch..... " "
De Juan & Austria..... " "
Mongkut..... " "
Germania..... " "
Cosmopolitan..... " "

Shipping.

Arrivals.

PIRA CHULA CHON K.L., British steamer, 1,012 T. E. McLehlan, 9th Nov.—Bangkok.
31st Oct., and Koh-si-chang 1st Nov., Rice.—Yuen Fat Hong.
LAZAR, Spanish steamer, 585 T. Antonio Triba, 9th Nov.—Amoy 7th Nov., Ballast.—Order.
CLYDE, British steamer, 2,198 T. D. Denny, 10th Nov.—Bombay 24th Oct., and Singapore 4th Nov., Mails and General.—P. & O. S. N. Co.
LOONMOON, German steamer, 1,245 T. F. Schulz, 10th Nov.—Shanghai 7th Nov., General.—Siemens & Co.
PROKTO, Norwegian steamer, 950 T. Muller, 10th Nov.—Newchwang 3rd Nov., Beans.—Harling, Buschmann & Menzell.
AMIGO, German steamer, 771 T. Bendisen, 10th Nov.—Canton 9th Nov., General.—Sander, Wierler & Co.

Clearances at the Harbour Office.

Auriga, German str., for Haiphong.
Ho Ping, Chinese steam-launch, for Wuchow.
Chang, German str., for Haiphong.
Sinkang, British str., for Samstai.
Sinshui, British steam-launch, for Wuchow.
Loonmooen, German str., for Canton.
Shanghai, British str., for Manila.
Hikosan Maru, Japanese str., for Moji.
Kongnan, British str., for Canton.
Kong Beng, British str., for Haiphong.
Hailong, British str., for Swatow.
Hailan, French str., for Hoihow.
Pronto, Norwegian str., for Canton.
My Elm, American ship, for Port Townsend.
Kwai Lin, British steam-launch, for Macao.

Departures.

Nov. 10, *Kong Hui*, British str., for Bangkok.
Nov. 10, *Hailan*, British str., for Swatow.
Nov. 10, *Nanyang*, German str., for Newchwang.
Nov. 10, *C. H. Kien*, British str., for Amoy.
Nov. 10, *Australian*, British str., for Shanghai.
Nov. 10, *Diamond*, British str., for Manila.
Nov. 10, *Hikosan Maru*, Japanese str., for Moji.

Passengers—Arrived.

Per *Loonmooen*, from Shanghai—Mr. and Mrs. R. de Alferdis, Mrs. Newell, Misses Newell, Baron George Vitale, Capt. C. Witmus, Dr. H. Vossberg, Messrs. R. Heller, A. Rombach, C. Duff, 12 Chinese and 11 Japanese.
Per *Clyde*, from Hongkong from London—Mr. W. R. Lawton, Rev. J. B. Carpenter, Misses Fleming Barr, Pantin, Aston, Townsend, and Mr. Woodgate. From Gibraltar—Lieut. M. de Silva. From Marseilles—Mr. Shellin. From Singapore—Dr. J. J. Guisti, and Mr. Tan Yeok Nee and 2 servants.

Departed.

Per *Diamond*, for Manila—Messrs. E. Lutz, M. Higgins, Mayoska, Moseley, Misses E. and L. Moseley, Mrs. Pierce, Miss Powers, Mrs. Cowles, Mrs. Booth and child, Mrs. Currie, Mrs. Groves, Mrs. Cooper and child, Miss Lowell, Mrs. Pickrell and daughter, Mrs. Elliott, Mrs. Cardwell and 2 children, Mrs. Leigh, Mrs. Roberts, Mrs. Prescott, Mr. and Miss Macleay, Mrs. Lawton, Mrs. Reynolds, Mrs. Armstrong, Mrs. Crowne, Mrs. Peter, Mrs. Rethers, Mrs. Gibson, Mrs. Evans, Messrs. D. Ateski and V. Vardevenne, Mrs. Crosby and two children, Mrs. Ahern, Mrs. C. R. Trowbridge, Mrs. Dalton, Mr. and Mrs. Reyes and child, Miss Reyes, Messrs. Ceron and Weir, Mrs. Waldo Evans, Messrs. J. Haim, M. Kaplan, M. Pepper, J. Neinstein, D. H. Doyle, W. E. Steele, and 21 Chinese.

To Depart.

Per *Chusan*, for London—Mr. and Mrs. J. A. Barnett, Miss Barnett, Mr. and Mrs. Donkin, Mrs. G. A. Salt, Mr. and Mrs. Bullard, Capt. Geoghegan, Lt. Shewell, Messrs. Wadsworth, Shone, Lord Ellibank, Mr. P. Elliott, Capt. Rogers and A. W. White. For Marseilles—Miss Lansing, Mrs. A. F. Barton and sons, Mr. and Mrs. Watson, Mr. and Mrs. Morn, Mr. and Mrs. Lloyd, Capt. Prewis, Messrs. Safford and A. B. Wharton. For Melbourne—Mr. and Mrs. Ramsay and 2 children. For Colombo—Capt. Dobell, Messrs. F. W. Newson, Neidinger, Miss de Tourrelotte, and Mrs. Dadman. For Bombay—Messrs. T. Pheerbhoy and V.M. Mascarenhas.

STEAMERS EXPECTED.

Names.	From.	Date.
Kawachi Maru	Moji	To-morrow
Idzumi Maru	Moji	Nov. 12th
Nankin	Singapore	Nov. 13th
Vindobona	Singapore	Nov. 13th
König Albert	Singapore	Nov. 14th
Tantulus	Singapore	Nov. 14th
Patroclus	Singapore	Nov. 14th
Chingta	Port Darwin	Nov. 19th
Hiroshima Maru	Bothay	Nov. 20th
Socotra	Bombay	Nov. 20th
Gaelic	San Francisco	Nov. 22nd
Headley	Bombay	Nov. 22nd
Lady Joyce	Japan	Nov. 28th
Hongkong Maru	San Francisco	Nov. 29th

We would direct the attention of shipping firms to the fact that the "Steamer Express" and "Freight Express" are now published in these columns, and in so doing request fully the managers of shipping firms to give orders to their clerks to furnish this office, on the form already supplied gratis with the latest available information every day.

PASSED THE CANAL.

Outward—17th October—*Arab*, *Avila*, *Queen Cristina*, 20th October—*Parosella*, *Socotra*, *Talena*, 24th October—*Ambrus*, *Assuna*, *Calania*, *Khalif*, *Singapore*, 27th October—*Benader*, *Gharib*, *Oceanic*, *Kanaka*, *Alania*, *Kirk*, *Norman*,

Intimations.

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[1242]

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GOLD MEDALS

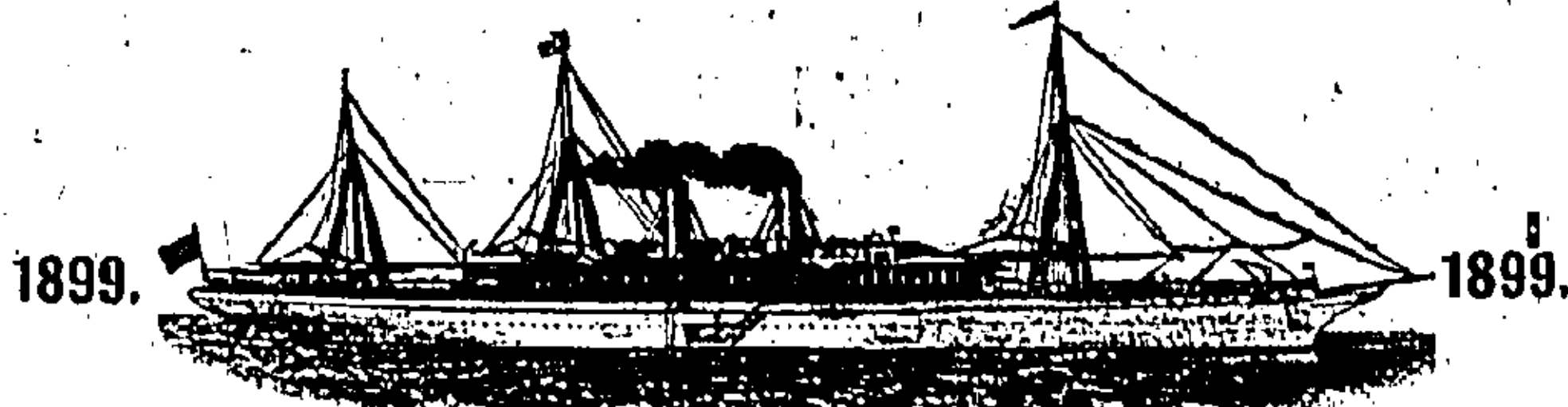
Bordeaux, 1882. Paris, 1889.

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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make
connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pobber's Street. [13]NORTH PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTH PACIFIC RAILWAY CO.

City of London | 3,229 | R. W. Board | Nov. 18.

Quebec | 2,832 | F. McNair | Nov. 25.

Saint John | 3,877 | W. Attersee | Dec. 9.

City of Dublin | 3,228 | J. R. Rae | Dec. 30.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire | 2,874 | W. A. Evans | Dec. 23.

Aberfeldie | 3,777 | J. Murray | Jan. 27.

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.Excellent accommodation. First-class Tables.
DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 3rd November, 1899. [4]CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, the
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Lady Joyce | 3,194 | about | Nov. 30

Strathgyle | 3,023 | about | Dec. 15

Carlisle City | 3,002 | about | Dec. 31

THE Steamship

"LADY JOYCE"

will be despatched for SAN DIEGO via
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about THURSDAY, the
30th instant.Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply toBUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 4th November, 1899. [1330]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., TO-MORROW, the 11th
instant, at Noon, taking Passengers and
Cargo for the above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 10th November, 1899. [5]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;

VIA

THE OVERLAND RAILWAYS,
ANDATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 20th Jan., 1900, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on THURSDAY, the 30th instant, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained on application.Special rates (First-class only) are granted
to Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Passengers who have paid full fare, re-em-
barking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th November, 1899. [7]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	YOKOHAMA (DIRECT)	TO-MORROW, 11th Nov., at 4 P.M.
BINGO MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 17th Nov., at Noon.
IBIZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE & YOKOHAMA	MONDAY, 20th Nov., at 4 P.M.
KOSAI MARU	VLADIVOSTOCK, VIA SWATOW, AMOI, SHANGHAI, WEL-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	THURSDAY, 23rd Nov., at Noon.
KASUGA MARU	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th Nov., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 10th November, 1899.

[6]

NORDDEUTSCHER
LLOYD.

(Freight Service.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SIBIRIA	HAVRE and HAMBURG.	18th November.	Freight.
Braun	(LONDON with transhipment in HAMBURG)	19th November.	Freight.
SUEVIA	MARSEILLES, HAVRE & HAMBURG.	19th November.	Freight.
Förck	(LONDON with transhipment in HAMBURG)	About 28th November.	Freight.
BAMBERG	HAVRE and HAMBURG.	About 28th November.	Freight.
Mayer	(LONDON with transhipment in HAMBURG)	About 10th December.	Freight and Passage.
*KONIGSBERG	HAVRE and HAMBURG.	About 24th December.	Freight.
Christiansen	(LONDON with transhipment in HAMBURG)	About 24th December.	Freight.
AMIRIA	HAVRE and HAMBURG.	December.	Freight.
Burnmeister	(LONDON with transhipment in HAMBURG)	December.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
TUESDAY, the 14th November, at Noon,
taking Freight, and Passengers for Japan, the
United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th October, 1899. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Algoa (via Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO,
via KOBE, YOKOHAMA and HONO-
LULU, on TUESDAY, the 21st November, at
Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and

THE CHINESE REFORMER.
DECEIVED.

A peculiar explanation is given of the arrival by the *Empress of India* of Mr. Kung Yu-wei, the Chinese reformer. It is stated that he has been deceived by assassins who wired him that his mother was dangerously ill at Hongkong. The trick was discovered before he reached Yokohama and he applied to the Japanese Government to be allowed to land at Yokohama to catch the first steamer for Hawaii, but he was refused as already reported, and had to proceed to Hongkong. He arrived at Kobe on Wednesday afternoon, but no one was allowed to see him. He was under the strict protection of the captain of the *Empress of India*. Mr. So, Chief of the Ken Police Bureau, boarded the steamer on her arrival and conveyed instructions from Tokio to Kung, prohibiting him from landing at Kobe. Canton residents in this city only knew of his arrival in this country through the newspapers and they are surprised at his sudden re-appearance.—*Kobe Herald*.

ADMIRAL DEWEY'S TRIUMPH
IN NEW YORK.

American exchanges received by the speedy Frisco liner *America* yesterday are full of graphic accounts of the welcome accorded Admiral Dewey in New York City. Referring to the magnificent triumph the *New York Press* of 1st October says:—

No returning Caesar, flushed with victory, ever greeted by such a gathering as welcomed Dewey. No Caesar ever drew a sight to equal it. While millions saw Dewey, caught a glimpse of the man and saw the sailors and soldiers, the sight they witnessed was not to be compared to what the Admiral saw. The man looking at the parade saw perhaps forty thousand troops, all told, pass in review. Dewey saw nearly one hundred times that number of persons. He saw them cheering, wild and hysterical with excitement. For three hours he passed through a lane the either side of which from curb-line to house-top, was a struggling mass of humanity. Left to himself they would have swept to his carriage, carried away the horses and dragged him to the end of the line of march. Men who had waited for hours for a sight of him struggled with police to make their way to the carriage and shake his hand. Some few succeeded. Women, young and old, kissed their hands to him, threw flowers at him and then, giving way to their joyful emotions, wept.

* * * But the touching and certainly the most interesting incident of the day in the triumphal march down Fifth Avenue, was when the Admiral's carriage came abreast of the Waldorf-Astoria and halted between the massive Corinthian columns that George C. Boldt has erected to add to the honors bestowed by the municipality. In the State apartments of the great hotel, facing on Fifth Avenue and Thirty-third street, were gathered Admiral Dewey's relatives and nearest friends. "Charles Dewey, his brother, and Mrs. Charles Dewey, Edward Watkins Dewey, his nephew, and Mrs. Edward Watkins Dewey, Theodore Theodore Dewey and Mrs. Dewey, Dr. and Mrs. Striker of Philadelphia, Mrs. J. W. Hornor and her sons, John W. Hornor, Jr., and Townsend Hornor, Daniel Griggs, son of the Attorney General, Thomas T. Keller of the State Department, Washington, and Dr. Edward Bedloe, United States Consul at Canton, China, were at the windows facing the grandstand erected on the Fifth Avenue side of the hotel, when the approach of the head of the column was announced. Charles Dewey, who possesses the same calm, democratic temperament of the distinguished brother, stepped into the first box outside the window at Thirty-third street. Dr. Bedloe and Mr. Keller followed, and at the same time the members of the Dewey family grouped themselves in the boxes which had been arranged especially for their convenience by direction of Mr. Boldt. The Admiral had been informed that his family and friends would be on the lookout for him, and he was on the lookout for them. He looked up as the column stopped. Dr. Bedloe threw out an American flag—a yacht club flag—which the Admiral immediately recognized, with its thirteen stars surrounding an anchor, and the crowd realized instantly the recognition, for there was a moment's pause and then a mighty outburst of applause. "Well," said Mr. Dewey to Dr. Bedloe, as they went inside, "this is certainly a glorious day for such an occasion. The Lord has been kind to us."

* * * But it was the battalion of officers from the *Olympia* which followed that received the great applause. "Those are the boys that did the trick at Manila," yelled a gray-bearded man as the *Olympia's* tars proudly swung along. The members of the crowd took up the shout, and from the way they yelled it seemed there would be no noise left for Admiral Dewey and those who came behind. "Old Purdy," the oldest man in the navy, who belongs to the *Olympia's* crew, was recognized easily by the crowd along the Drive. He trudged along sturdily with his shipmates, smiling and happy as a boy. "Hello, Purdy," they called to him to wait till the third of May to lick the Spaniards, did you?" "Old Purdy" shook his head and grinned while he marched on. Purdy was a seaman who was afraid the fight at Manila would not be started before May 3. He had been in a fight where he shared defeat on that date once, he begged Admiral Dewey to get the battle over before that date.

* * * And while the cheers for the *Olympia's* tars still were ringing all along the line, a greater and mightier volume of sound rolled from the upper-end of the Drive. Countless handkerchiefs fluttered in the breeze, hats left heads, and all the multitude that had sat rose with one accord. It was Dewey. There he was at last! The one man of all whom the crowds had come to see, the magnet which had drawn the people from all the corners of the continent. With his hand at his chest in constant salute, the eyes of the Admiral filled with unshed tears of happiness. And so it was for all the naval chiefs as they rolled along. Schley's famous words, "There is glory enough for us all," never seemed more appropriate. Howison was cheered, and so was Sampson, who rode with bared head. He was recognized easily and the applause for him was unending.

But because Rear Admiral Schley, with his old mate, Rear Admiral Miller, was far back in the line of carriages, did not keep the crowds from breaking loose when he came in sight. The Rear Admiral was cheered almost as much as Admiral Dewey himself.

There was another touching scene when Admiral Dewey's carriage approached the Seventy-second street stand, where the school children were seated. In their childish, treble the youngsters started to sing. "See, the Conquering Hero Comes!" beating time with their flags.

After the parade was over, the Admiral returned to the Waldorf, where he was soon surrounded by a throng of his friends and friends. He dined in his apartments and retired about 10 p.m. His *alcove* was announced about that hour to the crowds in the lobby that the Admiral, though fatigued was quite well.

PIRACY IN THE NEW HEBRIDES.

Victoria, B. C., October 11th. According to advices received in letters which have reached here from the New Hebrides, two men-of-war—one British and one French—acting in concert, have been suppressing bands of brigands which have been robbing and looting the native villages, and in many cases the stores of the traders in the Southern Pacific archipelago.

A landing party, composed of men from either vessel pursued the pirates from point to point until they made a last stand at the top of a small tableland, where they had thrown up earthworks and constructed a fort. This stand was of brief duration, for after firing a few desultory shots they took to the jungle. Their camp was burned.

At Secou a band of escaped convicts from the French prison at New Caledonia, who, since they escaped in a stolen schooner five months ago, had been robbing and raiding, were annihilated and their camp destroyed. They were slain to a man by the men-of-war. Their number was not learned, but it is said to have been about twelve or fifteen.

At Lepers Island, where the Governor was killed some time ago, the two ships fired upon and destroyed the native villages, nothing being left after they steamed away but a few smoldering thatches.

On one island was a camp of "beachcombers" and white sailors of different nationalities, the refuse of the various ports in the Southern Seas. These men had carried away a number of native women from one of the island villages.

In revenge the natives seized a number of missionaries, seven in all, five Catholics and two Protestants. The majority of the missionaries were easily captured, but one made a vigorous fight and shot one of the natives. Preparations had been made for the killing and eating of the missionaries when the warships opportunely arrived and rescued them.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Al-Moo, Mrs.	Mansfield, Miss M.
Al-Moo, G. F. E.	Mohamed, Ahsan
Andersher, Miss M.	McGillivray, D.
Attias, J. S.	Mathews, A.
Abbas, A.	Moses, H. E. H.
Almond, R. W.	McLean, Grace H.
Alvord, E. E.	McLennan, A. L.
Blake, R. E.	MacDonald, Mrs. E.
Bon, Jasim.	Moane, G. B.
Barnett, A.	McLeod, Mr. and Mrs.
Bachmann, Mrs. E.	Moseley, Mrs. E. B.
Beck & Co., A.	Moldajad, P.
Burris, Miss L.	McElvair, R.
Brooks, Captain J. S.	Nathan Sons, N. P.
Bingham, J. E.	Nissim, L. R.
Bryan, M. R.	Nugent, D. C.
Barker, A. M.	Orman, Lt. P. L.
Baber, Miss Z.	Olbes, F.
Blum, M.	Parker, F. F.
Bird, G. E.	Paul, W. E.
Bukal, Jacob	Pennell, C. H.
Balmer, Miss J.	Panton, Capt. J.
Bloom, Miss D.	Petschak, M.
Corrard, Mons.	Porusse, L. L.
Clark, Miss M.	Pantoch, T.
Crawford, T. C.	Passano, Mrs. T.
Cohen, M. C.	Partridge, C.
Caldier, Miss	Piemonte, T. F.
Crawford, F. O.	Piesse, G.
Cong, G.	Pachey, Mons.
Dunbush, A.	Rhodes, F.
Duncan, Mrs. J. A.	Robinson, Mr.
Durocher, Mons.	Rosa, Mr. de
Debeaux, R.	Reynolds, K.
Dadre, Mons.	Reyes, G.
Dunkin, Mrs.	Robertson, C.
Dubbers, A.	Ritchie, G.
Dalton, E. C.	Rousselin, A.
Dietrich, J.	Saunders, Fred.
Eidelstein, P.	Steer, B.
Edwards, M.	Saidman, A.
Edwards, L.	Spaulding, Miss A.
Fullam, Dr. W. A.	Snyder, Mrs. T. G.
Francis, Mr.	Spencer, C. N.
Gooch, F. V.	Smallwood, E. E.
Graham, Miss L.	Stephens, T. H.
Goldman, A.	Salekskaia, Mrs. H.
Guerra, T.	Saldanha, D. C.
Glover, R.	Stacker, P. L.
Greenhagen, Mrs. W.	Stienon, J.
Glasse, R.	Stanley, J. W.
Hutchinson, Mrs. F.	Seppel, L.
Hosford, L.	Scott, Miss M. K.
Harding, W. A.	Scott, Dr. A. K.
Hart, Mrs. M.	Simons, E. A.
Hietzer, A.	Simons, F. F.
Harvey, Mrs. C.	Thomson, R.
Hudson, Lt. A. K.	Troes, M. P.
Heinszen & Co., C.	Taylor, Miss C.
Jeffries, J. Y.	Tata, F. H.
Jones, Jas.	Taber, Miss H.
Jackson, P. V.	Toy, W. B.
Jurgens, Mrs.	Trumbull, H.
Knight, A. E.	Voebel, R.
Kunkel, M.	Verdugo, C. V.
Liberal, Mme. C.	Vortman, L.
Lee Pung, M.	Woods, E. de W.
Lloyd, G. R.	Ward, Capt. H. D. O.
Lock, H. S.	Willoughby, Capt. J. T.
Lambe, W. P.	Walker, H.
Lawson, H. L. W.	Wilckens, H.
Little, H.	Weismann, B.
Lehmann, A.	Watson, E. R.
Lowry, Dr. J. H.	Waller, E.
Morris, W. R.	White, J. B.
Monron, W.	White, S.
McHale & Co.	Whitelaw, W. R.
Miller, O.	Wing Hup
Mure, R.	Young, G. W.
Mari, A. B.	Zaliskain, Mrs. R.
Meiman, H.	
Mamedine, E.	

List of Registered Covers in Poste Restante.

Attias, J. S.	Ludvick, Miss
Best, A. W.	Louis, C. A.
Bourdonnel	Monzon, Vincent
Coelman, R.	Meha, Estain
China, Dazaar	Mahomed, Noor
Cuvile, James	Nekolli, Stara
Cameron, Wm.	Newson, W. F.
De Silva, Manoel	Natally, J.
Dir, Mur	Oreto Italia
Davies, Capt.	Pohushing, Teguina
Duncan, Thomas	Ragar, Antonio
Engineer Chief Hong-	Ruchwaldy, S.
gong Railway	Rocof, G.
Fansteim, Miss A.	Roxas, M. H.
Friedmann, M.	Singh, Kaiser
Fook Sing & Co.	Sahmiah and Fertsch
Godanaky	Singh, Chanda
Hager, Dr. C. R.	Singh, Jewen
Harris, F.	Singh, Titann
Hesketh, S. B.	Singh, Sporan
Israel, Esidul	Silva, M. da
Ko Sin Fan	Stern, C. Leib
Lancing, Miss C. M.	Venoberg, C.
Legner, H. L.	Weisman, B.
Lindsay, J. Buchanan	Wheeler, H.

List of Registered Covers for Merchant

S. S. Chewa	J. Withall.
S. S. Cacho	J. Williams.
S. S. Cacho	J. Williams.
S. S. Cacho	J. Williams.
S. S. Cacho	J. Williams.
S. S. Cacho	J. Williams.
S. S. Cacho	J. Williams.
S. S. Cacho	J. Williams.
S. S. Cacho	J. Williams.
S. S. Cacho	J. Williams.

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 12th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA, Agents.
Hongkong, 8th November, 1899. [1213a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"ESMERALDA,"
Captain Cobban, will be despatched for the above Port, on MONDAY, the 13th instant, at 5 P.M.
This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 9th November, 1899. [1403a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship

"TAIWAN,"
Captain Harder, will be despatched as above on TUESDAY, the 14th instant.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th November, 1899. [1403a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"HECTOR,"
Captain Barr, will be despatched as above on TUESDAY, the 14th November.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th October, 1899. [1283a]

SHEWAN TOMES & CO'S. "NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"MOYUNE,"
Captain Conradi, will be despatched for the above Port, on WEDNESDAY, the 15th November, in the Afternoon.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 23rd October, 1899. [1338a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"VINDOBONA,"
Captain C. Bellen, will leave for the above places on WEDNESDAY, the 15th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 8th November, 1899. [1395a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above on WEDNESDAY, the 15th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th November, 1899. [1396a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ST. JEROME,"
will be despatched for the above port on or about the 16th instant and will be followed by
S. S. "AFGHANISTAN."
For Freight, apply to
DODWELL & CO., LIMITED, Agents.
Hongkong, 8th November, 1899. [1345a]

OCEAN STEAMSHIP COMPANY.
FOR AMOY.
THE Company's Steamship

"BELLEROPHON,"
Captain Lyons, will be despatched on FRIDAY, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th November, 1899. [1397a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through CARGO to ADELAIDE, NEW ZEALAND, (TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched as above on SATURDAY, the 18th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 2nd November, 1899. [1378a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHIMONOSEKI AND KOBE.
THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on SUNDAY, the 19th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th November, 1899. [1381a]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG,"
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 11th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 10th November, 1899. [1399a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUMSANG,"
Captain Payne, will be despatched as above TO-MORROW, the 11th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 10th November, 1899. [1386a]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.
FOR MANILA.
THE Steamship

"LEGAZPI,"
Captain A. Vihbar, will be despatched as above TO-MORROW, the 11th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.
For Freight and Passage, apply to
LIZARRAGA HERMANOS, Agents.
No. 6, Beaconsfield Arcade.
Hongkong, 10th November, 1899. [1391a]

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"GLENSHIEL,"
Captain will be despatched as above on MONDAY, the 20th November.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW.
Hongkong, 27th October, 1899. [1355a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched on TUESDAY, the 21st instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd November, 1899. [1377a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on TUESDAY, the 21st instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd November, 1899. [1376a]

WEST RIVER SERVICE.
THE New River Steamers

"SAMSHUI" & "WUCHOW,"
will be despatched alternately from Messrs. DOUGLAS LARRAIK & CO'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUHING and TAKING.
Both Vessels have Superior Accommodation for Saloon Passengers.
Fares, including Sleeping Berth and Meals.
HONGKONG TO SAMSHUI.
Single Fare.....\$10.00
Return Fare.....17.50
HONGKONG TO WUCHOW.
Single Fare.....\$20.00
Return Fare.....35.00
The attention of Passengers is drawn to the magnificent scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."
For further information, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th October, 1899. [1307a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"MACHAON,"
Captain Hamah, will be despatched as above on TUESDAY, the 28th November.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd October, 1899. [1333a]

JAPANESE CURIOS.
JUST RECEIVED.

Plenty of
FINE NEW GOODS
at
CHEAP PRICES.
D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 4th November, 1899. [1382a]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

FROM KOBE.
THE Steamship
"POSEIDON,"
having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 11th instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co., Agents.
Hongkong, 6th November, 1899. [1376a]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"JAPAN,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Madras, &c., or S.S. *Laudara*.
Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.
Goods not cleared by the 12th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 6th November, 1899. [5]

TOYO KISEN KAISHA.
NOTICE.
CONSIGNEES of CARGO per Steamship

"AMERICA MARU,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 16th instant will be subject to rent.
No Fire Insurance has been effected.
J. S. VAN BUREN, Agent.
Hongkong, 9th November, 1899. [1310]

For Sale.
FOR SALE—A BARGAIN.
A DOUBLE-LENS
QUARTER-PLATE HAND CAMERA,
(Latest Improvement).
CARRIES ONE DOZEN PLATES.
For Sale with the Camera:—
PRINTING-FRAMES,
DEVELOPING-TRAYS,
WASHING-TROUGH,
SMALL CISTERN and LAMP.
Complete for \$70.
Apply at THIS OFFICE.
Hongkong, 1st November, 1899. [1374a]

Intimations.
MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSTIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Choshu Coal Mines.
No. 1, Otsu Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kaneaguchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.
Hongkong, 19th August, 1899. [45]

KUEN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA,
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42]

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
J. EYES
FLUID
THE BEST
DISINFECTANT
SANTARY SOAP.
DISINFECTANT
SOAP.
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11]

Int

